

industry update

Airline passengers of the 21st Century may be able to travel halfway around the world in about four hours, speeding above 3,000 m.p.h. in an airliner that needs no petroleum fuel. On shorter flights, passengers of tomorrow could find themselves seated on planes carrying 1500 persons. Airplanes may have no landing gear to save weight, taking off from man-made water basins or from powered cradles. Such possibilities for air travel in the next century were outlined by Edgar M. Cortright, president of Lockheed-California Company, at a recent conference.

The nation's scheduled trunk and local-service airlines posted the lowest number of fatal accidents and deaths in modern aviation history in 1980. The only fatal accident occurred last June near Valley, Nebraska, when a twin-turboprop operated by Air Wisconsin, lost power in both engines while flying in a severe thunderstorm. Thirteen persons died in the crash. The previous low was 17 deaths in 1933. 1980 was the first full calendar year with no fatal crash of a large passenger jet, a record set despite an airline taking off in this country an average of one every six seconds.

On January 7 at 10 a.m., non-stop scheduled passenger service between China and the United States was restored, after a 32-year hiatus, when a Boeing 747 with 139 Chinese passengers on board pulled up to a dock at San Francisco International Airport. Pan American World Airways began flights to China January 28.

China Airlines, Taiwan's flag carrier, made its first Taipei-New York freighter flight in January, a few hours before the People's Republic of China's first passenger flight.

Kennedy International, LaGuardia and Newark International now have regularly scheduled helicopter service connecting the airports and the 34th Street Heliport alongside the East River in New York. New York Helicopter hopes the new service will carry 400,000 passengers annually within five years.

A record \$1 billion was set by inflight catering companies and wholesalers supplying food and drink served on airline flights originating from United States airports in 1980. The higher sales, up five percent over 1979, were made despite a record five percent slump in passenger traffic on U.S. airlines, and despite stagnating passenger traffic on international flights of airlines belonging to the International Air Transport Association (IATA).



One hundred and eight passengers left Charlotte on the inaugural flight to Orlando, January 7. The twice-daily flights — the first nonstop air service between the two cities — also connect with Baltimore and Charleston, WV. Pictured at the ribbon-cutting ceremony in Charlotte are (l to r) Bill Crowe, Piedmont sales manager; David Burkhalter, Charlotte city manager; Herb Spaug, Charlotte city councilman; Josh Birmingham, Charlotte airport manager; and Wayne Tucker, Piedmont station manager.

New, expanded service begins March 1

Philadelphia will be added to Piedmont's system beginning March 1, and service will be expanded at 12 other stations across Piedmont's system the same day.

Piedmont's beginning service at Philadelphia will include four departures daily, including two non-stop, round-trips to Richmond, and one nonstop round-trip each to Greensboro and Roanoke.

In addition to the nonstop flights, there will be one-stop services to both Charlotte and Roanoke.

Piedmont service at Charlotte is expanding March 1 to include five additional daily departures bringing Piedmont's total flights there to 44 per day. These additional flights are double the 22 daily departures Piedmont offered Charlotte on March 1, 1980.

New nonstop flights to Charleston, WV, Knoxville, Myrtle Beach, Pittsburgh and Richmond are included in Charlotte's new schedule.

Piedmont will offer three additional daily departures from Greensboro, bringing the number to 28, up 10 from March 1980. New nonstop services from Greensboro will be available to Chicago, Philadelphia, and Washington, D.C.

Newark and Cincinnati will also assume roles of expanded importance on Piedmont's system with the March 1 schedule change. Pied-

mont will add additional nonstop service from Newark to Boston and Newark to Cincinnati which will increase the number of departures to 15 per day, up from 8 in March, 1980.

The schedule change gives Piedmont three daily nonstops between Boston and Newark, four nonstops returning from Newark, and twice daily nonstop, round-trip flights between Newark and Cincinnati.

At Cincinnati, the second daily nonstop flight to Newark will raise Piedmont's daily departures to 10, up from five in March a year earlier.

The schedule change also gives Cincinnati travelers additional direct service to Charlotte and Boston, and a third daily nonstop flight to Louisville.

Here are highlights of other service improvements across Piedmont's system March 1:

Boston — an additional Newark nonstop flight will fill a morning departure gap, and bring total round-trip, nonstop services in this market to three. The flight will also provide additional through-plane service to Cincinnati and Louisville.

Chicago — Piedmont is adding a mid-morning nonstop flight to Charleston, WV. The flight will continue to Roanoke.

Charleston, WV — A one-stop

flight to Charlotte will be added, with an intermediate stop at Roanoke. By assigning larger aircraft to Charleston flights, Piedmont has lifted capacity to 1,706 seats daily, up from 1,508 in 1980.

Louisville — Direct service to Newark, Boston, and Lynchburg will be added, along with two-stop service to Philadelphia, and a one-stop flight to Richmond.

Pittsburgh — Nonstop service will be added to Charlotte and onestop round-trip service to Raleigh/Durham. The flight will continue to provide one-stop service. Other equipment routings will give Pittsburgh one-stop service to DCA. In sum, Piedmont's daily departures at Pittsburgh will rise to four, up from two in 1980.

Raleigh-Durham — New non-stop flights will be added to both Charlotte and Newark. The morning nonstop to Charlotte will give capital area travelers access to 10 destinations beyond Charlotte in our early morning complex of flights there. The midday nonstop to Newark gives Piedmont customers a balanced choice of departures in this important market. Piedmont's total capacity at Raleigh-Durham will be slightly higher, 1,695 seats daily versus 1,672 in 1980, despite two fewer daily departures.

Roanoke — In addition to non-stop and one-stop services to Philadelphia, Roanoke will gain a direct, one-stop flight to Chicago departing at 11:28 a.m. daily.

Tri-Cities — Piedmont is adding a new mid-morning direct service to LaGuardia Airport in New York City. The flight will depart at 10:30 a.m. daily, arriving at LaGuardia at 12:34 p.m.



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